

THE POLYNESIAN.

SATURDAY, DECEMBER 25, 1852.

Bi-ennial Legislatures.

In throwing out a hint on our last issue on this subject, we did it from a conviction of its adaptation to our circumstances, and from certain intrinsic excellences such a change had in itself. From a national supposition of what the Legislature would have to do in future, it appeared to us that all the business necessary to be done,—now that our constitution is adopted,—could be well done by bi-ennial meetings. Of course we did it on our own responsibility, as all our editorial remarks are made. We have never yet been dictated to, by any member of His Majesty's Government, in regard to any subject we have either suggested or discussed. No one has ever claimed or exercised such an interference with our perfect independence, as Editor of the Polynesian. We have been left at perfect liberty on this head, as we have no doubt we shall continue to be in future.

In suggesting the change referred to, we suppose we are not traitors, either to His Majesty, or to the people of the islands. We hail from a latitude and longitude where popular rights are valued and guarded with the most jealous care, and are not likely, therefore, to be indifferent to them here, in the country of our adoption. And when we spoke of precedents for bi-ennial Legislatures, we did not do it because we supposed precedents for a good thing were at all necessary. If our sparse population, small revenue, little real business and convenience should point out a change, altogether advantageous, it matters little to us whether precedents existed for such change or not. We are bound by no such precedents, nor are we under any obligation, moral or physical, to do everything that is done by everybody else. If our circumstances are peculiar, it would be absurd to adopt the precedents of others, whose circumstances differ from ours. Our duty lies in another direction, and we are to follow the lead of others, only where their practice is adopted to our true interests. If in Tennessee, Illinois and Missouri their Constitutions require bi-ennial Legislatures and elections, it is no rule for us, unless adapted to our wants. If the reasons which induced those States to adopt such articles in their Constitutions exist here, why then, in addition to the reasons themselves, we might cite them as precedents. And this is all the use we would make of them.

The question by us, is there a necessity in this Kingdom for annual sessions of the Legislature? Cannot the expense, the time, and the inconvenience be saved, and all the necessary business of the Legislature body be performed at bi-ennial sessions? The question is not, "Can certain necessary business be dispensed with; but whether, when all the formalities have been gone through with, all the members get their hands in, and the harness on their back, a week or two would not enable them to do as much real work, as they can accomplish during an ordinary session, with all the formalities to go through with, and themselves to familiarize to the duties of the house?"

This is a very simple proposition, and one dictated by common sense; and what is more, we believe it will commend itself to all who will take it into consideration.

Keeping New Year's Day.

We are glad to learn that the pleasant custom of calling upon the ladies on New Year's Day will keep up this year, and that many gentlemen are contemplating going the rounds among all their acquaintances, on that occasion. Some have fifty names already upon their lists, and if the weather is propitious, it bids fair to be a busy day for the gentlemen as well as ladies of Honolulu.

We like this practice, and are glad to perceive that it is making way, and finding more and more favor among the foreign residents of this city. We have been asked whether Her Majesty, the Queen, and His Excellency the Governor, will receive visits on that day, as is the custom in other countries. We have not heard that they intend to keep open house on New Year's day, but believe it would afford the greatest pleasure to all to be able to call and congratulate them with a Happy New Year.

First Hawaiian Cavalry.

The above company was organized on the 17th inst., by the choice of the following officers.
H. Sea, Captain.
T. Turner, Lieutenant.
P. Manini, Cornet.
Henry St. John, Orderly Sergeant.
Edward Hunt, Secretary.
S. H. Dowsett, Treasurer.

A communication from His Majesty, the King and Privy Council, was read, giving the royal sanction to the organization of the company. A constitution and by-laws were also adopted. At a meeting on the 22d, the Secretary was directed to acknowledge the communication from His Majesty. The following resolution was also passed and ordered to be printed.
Resolved, That a vote of thanks be passed to Mr. James I. Dowsett, for the trouble he has taken in forming the constitution and by-laws of the company, and the regret the company feel at his departure from these shores.

Merry Christmas!

The privilege of wishing our numerous readers and friends a MERRY CHRISTMAS upon our publication day occurs but once in seven years: we therefore improve the present occasion to wish them one and all, most heartily, A MERRY CHRISTMAS, with all the enjoyment usually attendant upon that cherished holiday. Let the "little folks" too, be remembered, and made glad, by the kind thoughts and acceptable gifts, which confer so much real pleasure in so simple a way. We wish them, too, A MERRY CHRISTMAS, and lots of good things.

Guard against the Small Pox.

Messrs. Hoffman and Hardy have just received by the clipper ship *EUREKA*, a fresh supply of VACCINE MATTER from Boston, via Panama, which is known to be pure and healthy. Parents, whose children have not been vaccinated, can now avail themselves of the present opportunity for guarding them against a disease usually attended with frightful mortality wherever it is introduced.

To Correspondents.

Several communications are received, but a want of room compels us to defer them to this week.

Fine Sample of Sugar.

We have received from the attentive manager of the LAHUE PLANTATION of H. A. Peirce & Co. a sample of the new crop now just being manufactured, and a more desirable quality of raw sugar need not be looked for in this or any other sugar producing country. It is remarkably clean, of a fine bright color, large crystal and all alive to the touch. Such sugar, had we thousands of tons of it would find a ready market, and quick sale, we have no doubt, and we hope the day is not far distant when cargoes can be procured here with some certainty.

With a strong water power, and excellent machinery, Lahue Plantation is in a position to manufacture a large crop, and we believe some 200 acres will be ground the present season, and about 600 in 1853. Most of the present crop upon that plantation is from the first planting; the 2d and 3d years' growth is still more productive, and makes a better article of sugar, and this too, without the labor and expense of planting every year.

Should the other sugar estates on the islands produce as good an article as this from Lahue, and we know some of them will,—the reputation of Hawaiian sugar, will rise in our best market, to a point that will bring it into demand, as the cleanest and best article for raw consumption that can be furnished. To this our planters should aspire; and when attained, such a reputation should be sustained.

Loss of the Waterville.

Further particulars of the loss of the "Waterville" from M. Reiners, supercargo of the "Moc-tezzuma":
The Waterville was struck by a heavy sea in S. Lat. 56°, W. Lon. 76°, which swept her decks of almost every thing; carrying away her three masts, bowsprit and rudder, filling the cabin with water and also the fore hold. She also sprung a leak and was kept afloat only by incessant pumping. She was in this condition four days, when a Danish brig hove in sight and rescued all on board, and conveyed them to Valparaiso, abandoning the vessel which would in all probability not be long above water. Nothing whatever was saved from her.

The Waterville sailed from Liverpool in April, with a valuable cargo bound to this port. It is seldom that vessels bound to these islands meet with disasters, and this, we believe, is the first total loss of a ship and cargo we recollect to have heard of for twenty years past.

We notice in a late Detroit paper, a speech made by A. Ten Zyk, Esq. of California, in which he greatly censures the whig administration for not accepting the cession of these islands to the United States, which he assumes were ceded by treaty about a year ago. His description of the islands, the salubrity of our climate, the amount of undeveloped agricultural resources, the importance of our geographical position, our commercial importance, &c. &c., are nearly correct, although a little overdrawn; but as no such treaty as he assumes has ever been negotiated, his argument based on that assumption, falls, of course to the ground.

It is hardly necessary for us to again assert, so far as our island readers are concerned, that neither His Majesty nor the people of these islands, have the least desire in the world to yield their rights in the islands to any other power on earth, so long as their rights and their acknowledged independence are respected. And why should they? The islands are theirs. They have a government that suits them, and in which they participate. They have the most perfect acknowledgment of their rights, guaranteed by a most liberal Constitution. They are at peace within their own borders, and with all the world. They cherish their own little cow lamb as the apple of their eye, and where is the David that would wrest it from them?

California Items.

The clipper ship *Defiance* had arrived, having on board the Rev. S. E. Bishop and lady. Mr. B. is the son of Rev. A. Bishop of Ewa, and is the successor of Mr. Taylor in the chaplaincy for seamen at Lihaina. He may be expected in the Sovereign of the Seas or ship York, both soon to sail for this port to freight for the United States.

We are under special obligations to Capt. Welsh for a New York Herald of Nov. 5th, which contains the election returns for President and Vice President.

EUROPEAN.

English dates by this arrival are to the 23d of October. The news is unimportant. The English Parliament was to meet on the 4th of November, and by a curious coincidence, Louis Napoleon had selected the same day for the meeting of the Senate to decide upon the declaration of the empire, a decision which is to be submitted to the ratification of the French people.

Hector C. Ames, Esq., of New York, late of these islands, has been appointed American Consul for Acapulco, Mexico.

Latest Dates.

The Brig *Baltimore*, Paty, arrived on the morning of the 24th, in 17 days from San Francisco, bringing papers to the 5th inst.
The *Baltimore* has been within a few hours' sail of this port for the past four days, and was prevented from coming in by the stormy weather and adverse winds which she encountered.

The U. S. Mail of the 5th of November had not arrived when the *Baltimore* left; but a large steamer passed in during the night before she left the coast, which was supposed to be the mail steamer from Panama. We may therefore expect our mail by the *George Law*, York or Sovereign of the Seas, which ships are all coming to this port for freight to the United States.
There is no news of special moment in our late files. Flour continues at \$42, and Rye flour at \$37. No change in provisions; a fair business going on among jobbers.

For the Polynesian.

Mr. Editor.—The wise-acre of the *Argus* is astonished that a petition should have been presented to the Privy Council, asking, in respectful terms, that they would prevent the sale of liquor seized for a breach of the revenue laws, and that it might be destroyed. Did he look at the date? And would it have been a violation of either Constitution or law, had they acted upon it at the time it was sent in?

Did the Editor's school master inform him that that was a petition from the "Temperance Society"? It does not appear, nor was it so in fact. Why then does the Editor say it was?

One of the Sienkies.

Roads, Public Nuisances, &c.

Mr. Editor.—I am very glad to see that my remarks in the Polynesian of Nov. 6th on roads, public nuisances, &c., have not failed to receive some attention. Thanks to the "Farmer" for his valuable criticisms, so far as the word valuable can be applied to them. Thanks for his information that an up-hill always and necessarily implies a down-hill in close proximity. Thanks for his information that it can be of no use to make a wide bridge "unless the causeways they connect were widened first." We common folks, did suppose that it was immaterial which was made first of suitable width, the roads or the bridges. But your "Farmer" almost decides the point, that if you are building a substantial bridge it is not best to make it any wider than to correspond with your road, until you have first widened the road!

Your "Farmer" says again that, "So long as the Pali remain in its present condition, a road for carts or carriages is not much wanted in Koolau, and such a road could not be constructed across the numerous swamps on that side of the Island without a very heavy expense."

That a road for carts is much needed every practical agriculturist would admit, as it would give a stimulus to industry, call into action carts and plows, and make things appear quite unlike their present aspect. If carts could not at present be employed advantageously to draw produce to the Pali; they surely could be well employed to draw it from the region of the Pali, and from almost every section of the way to the places where boats and schooners take in freight. But "Farmer" says, a road is not much "wanted." There is the trouble; *want* and *need* are not always synonymous. Agriculturists need a road, but your "Farmer" does not much *want* one. Webster gives four definitions to the word *farmer*. I think our friend "Farmer" can not possibly come under the first or the third of these definitions; otherwise he would want a road for his carts and oxen. Perhaps he may squeeze in under the 2d or 4th of Webster's definitions and so hold on to the name, *farmer*.

But the numerous swamps, and that heavy bill for roads across them are quite appalling to "Farmer." A road ten or twelve feet wide was made years ago, without shovel or hoe or spade—cart, plow or oxen even, and without one cent of money from the government treasury; no foreigner except a missionary, had any hand in the matter. What great outcry of expense is needed to widen this road 6 or 8 feet, so as to make it suitable for carts? A few paragraphs of encouragement from the ready pen of "Farmer" might set the whole matter on foot, and secure the doing up of the work in a year or two. But strange to say, "Farmer" does not encourage cart roads. Were I a Yankee I would guess your correspondent should have subscribed himself, *Anti-farmer*.

As to shutting up the road—when your humble servant speaks of it, as the law does, calling gates bars, &c., a public nuisance, "Farmer" says, "Surly traveller." Yes, he must be a surly fellow who is not willing to get off of his horse every half mile or so, if need be, to open a gate, or take down and put up a pair of bars, to keep *Grazier's* cattle out of "Farmer's" corn.

Farmer instances Koolau, as a long strip of land where it would be a great expense to fence out the road. But let me here inform "Farmer," that the owner of Koolau does not allow his cattle in the public road; he has fenced them out. He has also, by planting a row of cocoa-nuts each side of the road, indicated a design, when occasion may call for it, to fence out the road. Land in Koolau, I trust, will soon be too valuable to allow droves of cattle, horses, &c., to pass through it without a fence to keep them within bounds. I wonder that your "Farmer," so economical in outlays for roads, should recommend that they be so wide as to allow any one to pick his way at pleasure. How much like *Anti-farmer*!

But, again, at Kaawa, the road has not only been fenced up, but the gate has been locked at night; and the kind keeper of the gate has refused to rise and open it for one, that "Farmer" may call a "surly traveller," to pass; and the poor fellow, not having the courage to prostrate the gate has quietly passed the night on the other side of it. Turnpike gates would be wonderfully convenient, for those who would like to shut the road up. But that would be farming it with a vengeance. Practical agriculturists are not generally advocates of toll-gates. They like good roads and free, and are willing to work on them; and with them I sympathize, and remain.

A FRIEND TO GOOD ROADS.

For the Polynesian.

Honolulu, Dec. 18th, 1852.

Mr. Editor.—I herewith send you the statistics of my recent visit to the United States for publication in your paper, if you think they will be of sufficient interest to your readers.

Also some information respecting hedges, communicated by O. P. Watson, Esq., formerly of New Orleans. Mr. Watson was a fellow passenger in the Oregon, from Panama to San Francisco. He stated that the material named had been used in Louisiana with good success for hedges, and he had a box of seeds and cuttings which he intended to introduce into California, but which was lost on the Isthmus. It was his intention to write immediately for more, and he promised to inform me of the result of his experiment as soon as it should be ascertained. This is a subject in which all of residents, especially agriculturists and graziers, feel a deep interest.

STATISTICS OF TRAVEL.

Left Honolulu's June 18th.

	days.
Time to San Francisco,	32
" in California,	11
" to Panama,	15
" on Isthmus,	4
" to New York,	12-24
" in United States,	50
" from N. Y. to Aspinwall,	9
" upon the Isthmus,	7
" from Panama to San Francisco,	16
" in San Francisco,	14
" from San Francisco to Honolulu,	14-59
Total,	183

Arrived at Honolulu Dec. 18th, 1852.
Of the 183 days 86 were spent on the land and 97 in passages. Of the 97, about 4 were occupied in touching for coal and other purposes, leaving the actual time in travelling about 16,000 miles at 94 days.

In our passage to Panama we touched at Monterey, San Diego and Acapulco, and the aggregate time detained was about 24 hours, which would reduce the running time to 14 days from San Francisco to Panama.

On our return we touched at Acapulco and Monterey. We experienced considerable head wind with heavy head sea, and our running time was something over 15 days. On the Atlantic side when homeward bound we touched at Kingston, Jamaica, where we coaled and lay 40 hours. On the return passage we sailed direct for Aspinwall. Distances are as follows:

	miles.
From San Francisco to Honolulu,	2,175
do. San Diego,	445
" San Diego to Acapulco,	1,408
" Acapulco to Panama,	1,422-3,275
" Panama to Cruces—mules,	26
" Cruces to Barbacoas—river,	14
" Barbacoas to Aspinwall R. R.,	22-62
" Aspinwall to Kingston,	563
" Kingston to New York,	1,520-2,063

Total, 7,595

The distance from San Francisco to Honolulu is computed from the reckoning of the ship North Star, from the former to the latter port in July and August, 1851.

The space sailed over from Honolulu to San Francisco is ordinarily much greater, as the winds are usually more adverse.

The distance from San Francisco to Panama and the intermediate ports, are from the reckoning of the steamer Oregon, on her downward passage in Aug., 1852. The distances over the Isthmus as they were published in the papers. The distance from Aspinwall to New York, by the reckoning of the steamer Ohio, in Aug., 1852.

The ship *Eureka*, in which I took passage from San Francisco to Honolulu, is a fine clipper of 1,100 tons register, but carrying 1,700 tons of cargo; 1 1/2 years old, with a fine cabin under her poop deck with 6 state-rooms. Her full complement of sails is 47, to complete which requires 5,467 square yards of canvas, according to the estimate of the sail maker. She sails well, particularly so, when she is deep and on the wind. Soon after the commencement of her present voyage, Capt. Welch informs me that she made 968 miles in three successive days. During her present passage the wind has been light and the vessel not in good sailing trim, yet she made 750 in three days. Nearly all of the distance from San Francisco has been made in 10 days.

She carries back to Hong Kong about 250 Chinese, whose demeanor thus far has been very quiet and inoffensive. Of her enterprising and energetic Commander, Capt. Geo. E. Welch, I need not speak, as you have already the testimony of his passengers in reference to him.

Respectfully yours,

S. N. CASTLE.

FOREIGN NEWS.

The clipper ship *EUREKA*, Capt. Welsh, arrived on Saturday, in 12 days from San Francisco, bringing the regular United States Mail of Oct. 20th, and fifteen days later news by the Nicaragua route.

The most important news by this arrival is the astounding intelligence that Messrs. Pierce and King, the Democratic candidates for President and Vice President are elected by a more overwhelming majority than was ever carried at any Presidential election since the United States was a government. The surprise is not, that the democratic candidates were elected, but that they carried every State but two, as will be seen by the table below. This has as much amazed the Democratic party as it has the whigs, and cannot be accounted for on any other ground than by supposing the democratic party firmly united, while the whigs were divided on several candidates, which division secured a plurality in several large States for the democratic candidate.

We quote the following from the *Alta* of Dec. 3d, Evening Edition.

PIERCE AND KING ELECTED!

IMMENSE MAJORITY!!

Mr. Everett Secretary of State!

Cuban Difficulties not yet settled!

The steamer *Brother Jonathan*, Captain Baldwin, arrived at 3 o'clock this afternoon, from San Juan, bringing the intelligence of the election of Pierce and King by an immense majority. Every State in the Union, except Massachusetts and Vermont, cast their votes for the Democratic candidates.

Beyond the issue of the great contest, the news is of no importance whatever. She brings dates from New York down to the 5th, and from England to the 23d of October.

The difficulties existing between the United States and Cuba it is said are in a measure settled.

The papers before us are filled with election items and news, to the entire exclusion of other matters.

The Hon. Edward Everett, of Massachusetts, has been appointed Secretary of State.

The following is the result of the

Presidential Election.

FOR SCOTT.

FOR PIERCE.

	Electors.		Electors.
Massachusetts,	13	Maine,	8
Vermont,	5	New Hampshire,	5
		Rhode Island,	4
		Connecticut,	7
		New York,	35
		New Jersey,	7
		Pennsylvania,	27
		Delaware,	3
		Maryland,	8
		Virginia,	9
		North Carolina,	10
		South Carolina, (by Legislature)	8
		Georgia,	10
		Florida,	3
		Alabama,	9
		Louisiana,	6
		Texas,	4
		Mississippi,	7
		Tennessee,	12
		Kentucky,	12
		Arkansas,	4
		Ohio,	23
		Indiana,	13
		Illinois,	11
		Michigan,	9
		Wisconsin,	5
		Iowa,	4
		California,	4

Total majority for Pierce (reported) 194,700.—Total Electoral votes, for Pierce, 274. Deduct Scott's majority in Massachusetts and Vermont and Pierce and King's (probable) majority will be 177,400 votes and 260 Electoral votes, majority.

Horatio Seymour is elected Governor of the State of New York by about 20,000 majority.

The following is the popular and electoral vote for President, since 1828, when Jackson was first elected:

Jackson, (dem.) 1828,	139,468	85	
Jackson, (dem.) 1832,	104,205	152	
Van Buren, (dem.) 1836,	27,542	46	
Harrison, (whig) 1840,	145,921	174	
Polk, (dem.) 1844,	54,157	63	
Taylor, (whig) 1848,	140,790	36	
Pierce, (dem.) 1852,	178,900	260	

Markets.

Dec. 2.—There was much more activity in the market to-day, and a good business doing by importers and jobbers. The boats are still going quite full—but there is no change in the prices of any of the leading articles. In this particular the market is stationary.

The flour by the *Ugarte* from Valparaiso, equal in amount to 1000 whole sacks, sold to-day at a price equivalent to \$40. There were also one or two large sales made, but we did not learn the particulars. The jobbing prices remain at \$44 for barrelled, and Chilean at \$41 and 42.

One or two small sales of Barley, (one of California) were made at 4 1/8. There is not much doing. Sales of Corn Meal were made to-day of half sacks at \$11 1/2 and in bbls. at \$22.

In provisions there is not much change except in Butter, which from the recent large arrivals has a slight tendency downwards. Sales were made to-day at 42 1/2.

One thousand bags Rice ex *Sarah Hooper* sold to-day for 18 cents. The balance of cargo is held at 20 cents.

SALE OF TICKETS TO MISS HAYES' CONCERT.—CHOICE SEAT AT \$1125!—At 12 M., to-day, Messrs Theodore Payne & Co. proceeded to sell, at the American Theatre, the tickets to choice seats to Miss Catherine Hayes' Third Musical Concert. A large crowd had collected, and the excitement was great. The first ticket, after much competition, was knocked off to George W. Green for the enormous sum of One Thousand One Hundred and Twenty-five Dollars!

Mr. Green is a butcher in the Pacific Market, on Central wharf, and the worthy Foreman of Empire Engine Company No. 1. The ticket was put down in the name of that company as the foreman felt a peculiar pride in seeing it placed number one in the choice of seats, as well as in the regular lines of the Fire Department. The remainder of choice seats sold at a premium of from five to twenty dollars.

Education: Education!

Mr. Editor.—It is highly important that the attention of the foreign community in Honolulu, be directed to a public election, to be held next Monday, 10 o'clock, at Manna Kilika. Notice of this meeting will be found in another column of your paper. An annual tax is now levied upon foreigners in Honolulu, for the support of a Free School, and it is important that suitable officers are chosen to superintend the expenditure of the avails of said tax.

During the current year the tax amounted to \$845, but this amount falls below the expenses of the school, which have been as follows:

Teacher's salary,	\$1,000
Repairs on school house,	150 75
Total,	1,150 75
Deduct tax,	845
Deficit,	\$305 75

Thus it will appear that the tax has been insufficient to meet the expenses of the school. To meet this deficiency, in part at least, it is proposed to take up a collection after the address of His Excellency, R. Armstrong, Minister of Instruction, on the evening of Dec. 31st, at the Bethel. It is to be hoped that the public will take sufficient interest in the cause of education, to attend that meeting, and liberally contribute to the cause of primary education, in Honolulu.

I have been authorized by the Honolulu School Committee to give notice of the meeting, and to state that Mr. Beckwith, teacher of the Royal School, has been invited to be present with a choir of singers from among his pupils.

I have also been authorized to invite all the English schools in Honolulu, with their teachers, including the Royal School, Punahoa School, Miss Lang's, Mrs. Bingham's, Mrs. Von Pfister's, Mr. Watt's and Mr. Simond's.

S. C. DAMON,

Secretary of H. S. Committee.

Honolulu, Dec., 1852.

SUMMARY.

Cincinnati has now twelve daily papers—eight in English and four in German.

The figure-head and a portion of a wreck, believed to be those of the "President," have been cast on shore on one of the West India Islands.

The clipper bark *Dolphin*, sailed from New York, Sept. 21, for Australia, with 180 passengers, mostly young men from Canada and Nova Scotia.

There are 18,000 inhabitants in the city of New Bedford, and so wealthy is it, that were its property divided between every man, woman, and child in the city, each would have upwards of \$1,000.

The new steamer *Princeton*, which was intended to accompany the Japan Expedition, under Commodore Perry, has been pronounced a failure, and condemned as unfit for service.

A recent report of the Russian mines of Siberia, gives the following figures for the crop of gold and silver during the last year—78,282,900 francs in gold, and 4,992,232 in silver.

A boat the model of which is to be the keener ever set afloat, has been contracted for at Pittsburgh. She is to be 330 feet long, and have cylinders forty inches in diameter, and eleven feet stroke. The builder is under engagement to make her do thirty miles per hour.

THE WESTWARD-HO!—This beautiful Clipper vessel, which was launched some time ago, and which is now lying at Lewis wharf, has been named and entirely rigged in the short space of one week, and now presents to the eye one of the finest specimens of marine architecture ever seen in this vicinity.—*Boston Traveller*.

LAUNCH.—A clipper ship of 1000 tons, called the "Wings of the Morning," was